

## Transportation Priorities:

### SR 104 The Hood Canal Floating Bridge:

The SR 104 Hood Canal Bridge is consistently cited as the number one regional transportation priority. Access is severely limited without this link. Recognition of the bridge's importance to the region has been high since the west half of the bridge sank in 1979. The bridge was reopened in 1982, but the remaining east half is aging. Due to the regional significance of maintaining this bridge, funds have been identified to replace the east half by 2007.



State Route 104 – Hood Canal Bridge looking west

Hood Canal Bridge projects identified in both the WTP and the Regional Transportation Plan are:

- ?? East Half Replacement before the end of the decade.
- ?? Continued bridge maintenance and preservation.
- ?? Hood Canal Bridge multi-modal improvements (park-n-ride lots, bike facilities).
- ?? Widening Hood Canal Bridge from 2 lanes to 4 lanes — providing a more reliable link to the rest of Puget Sound.

<b><i>PRTPO Needs</i></b>	
<b><i>Congestion Management projects:</i></b>	
<b><i>State Highways</i></b>	<b><i>\$777.2 million</i></b>
<b><i>Ferry</i></b>	<b><i>\$15.4 million</i></b>

US 101: This scenic, 350-mile winding loop around the Olympic Peninsula is an essential transportation facility that provides critical access between coastal and rural communities on the Peninsula and the Puget Sound. The Peninsula's rural economies rely on this route being open to traffic at all times.

US 101 poses seasonal challenges. In the summer, congestion results from vacationers and recreational vehicles competing with local traffic and logging trucks. In the winter, communities have been isolated by landslides, rock falls, and debris flows that shut down the road. The statewide maintenance program addresses this concern for emergency response to slides and other failures on US 101.



US 101 near Lilliwaup in Mason County, Spring 1999

Examples of projects submitted by the RTPO to address this issue include:

<b><i>PRTPO Needs</i></b>	
<b><i>Operation, Maintenance, Preservation &amp; Special Needs Transportation projects:</i></b>	
<b><i>Aviation</i></b>	<b><i>\$7.4 million</i></b>
<b><i>Transit</i></b>	<b><i>\$222.0 million</i></b>

- ?? Widening sections of US 101 from 2 lanes to 3 or 4 lanes for climbing lanes to increase access and mobility (Jefferson County).
- ?? Improvements on the US 101 roadway to minimize erosion, landslides, debris flows, and rock falls (Mason, Jefferson & Clallam Counties).
- ?? Safety solutions such as passing and turnout lanes.
- ?? Completion of the US 101 Port Angeles Transportation Alternatives Study that examines freight and commuter transportation alternatives through downtown Port Angeles (Clallam County).

Rural Character and Economic Opportunities: The economy of the peninsula region is traditionally resource-based. However, this is changing.

With the loss of resource-based jobs and revenue, the region needs to diversify the economy and ensure effective freight corridors. This necessitates maintaining, preserving, and enhancing the transportation infrastructure in the rural area, which will allow for increased economic opportunities, access to employment centers, and access to services.

<b><i>PRTPO Needs</i></b>	
<b><i>Freight Movement projects:</i></b>	
<b><i>State Highways</i></b>	<b><i>\$279.5 million</i></b>

Examples of projects submitted by the RTPO:

- ?? SR 117/US 101 Interchange — improves freight truck access (West Port Angeles).
- ?? US 101 Simdars Interchange — improves the interchange to allow for multi-directional travel, improves freight access and access to business sites (Sequim).



Port Townsend to Keystone Ferry Route  
with Olympic Mountains

Ferry Service: Ferries provide an additional option for accessing the Seattle I-5 corridor, employment centers, medical services, and other destinations. Ferry service adds to the limited amount of transportation alternatives on the peninsula and increases the opportunities for economic development.

Examples of projects submitted by the RTPO:

- ?? Addition of passenger-only ferry service between Port Townsend and Seattle.
- ?? Addition of passenger-only ferry service between Kingston and Seattle.

Transit, Bike and Pedestrian Transportation: The PRTPO places a high priority on enhancing rural transportation movement with multimodal facilities and services. An example of a regional success is the Olympic Discovery Trail — a recreational and commuter oriented hiking, biking, and riding trail — that will connect Port Townsend and Forks, and eventually follow the entire US 101 loop.

Examples of investments submitted by the RTPO:

- ?? Investments in public transportation connections at transfer facilities (Clallam, Jefferson, Kitsap & Mason Counties).
- ?? Investments in public transportation systems to sustain basic services or replace aging equipment (Clallam, Jefferson, & Mason Counties).
- ?? Constructing trail segments and completing gaps in the Olympic Discovery Trail.

<b><i>PRTPO Needs</i></b>	
<b><i>Congestion Management projects:</i></b>	
<b><i>State-Interest Facilities</i></b>	
<b><i>Bike &amp; Pedestrian</i></b>	<b><i>\$20.5 million</i></b>
<b><i>Transit</i></b>	<b><i>\$10.1 million</i></b>